Upon arrival at the Tactical Unmanned Aircraft System (TUAS) Operations Facility (TUASOF) CW5 Dave Behm, TUASOF Commander, greeted the Commission and members of the tour group. A brief introduction was provided and the tour of the facility was turned over to SFC Robert Frey, G3 UAS Manager.

SFC Frey addressed the group by providing a brief overview of maintenance requirements and an overview of the two variants of aircraft and payloads
Key Points:

- All maintenance is conducted in accordance with the same policies and procedures as manned aviation[1] but with a nine-soldier section. Five full time maintainers support three BCTs with total of nine aircraft and supporting components. What helps sustain readiness is the M-Day Soldiers performing good PMCS and the fact that they do not PCS, they learn their equipment which make a cohesive proficient team to accomplish tasks in a quicker manner without compromising standards or attention to detail.
- UAS submits monthly readiness reports
- PA-ARNG has two variants of aircraft, the standard Shadow 200 and the increased endurance (IE) aircraft which increase endurance by three hours.
- PA-ARNG has two different payload, the standard payload, POP300 and the POP300D with a laser designator capability.

The group moved onto the flight line where General (Ret.) Ham asked several question regarding training in garrison, tactical training, airspace, and BCT involvement.
Key Points:

- Briefly discussed that all three BCT UAS platoons were consolidated under the facility for more effective resource management and training. BCTs are not absolved of responsibility but we are able to better provide support through more effective management of resource intensive requirements.
- Units do conduct tactical concurrent/collective training by taking UAS platoons to other AT locations such as Ft. Knox, Camp Grayling, Camp Atterbury. Fort Indiantown Gap is currently working on a tactical strip with-in the R-5802 restricted airspace.
- We have been operating under a FAA Certificate of Authorization/Waiver (COA) for ten years to fly in the Class D airspace.
- We currently conduct joint/concurrent training with Air Force JTACs, A-10s, F-16s, manned rotary wing, convoy-training lanes, and other units training on post that request UAS support.

WO1 Robert Reed and WO1 Tyler Smith took the group to Ground Control Stations discussion took place on the ability of M-Day Soldiers to come in and train based on their availability. The full-time staff being assigned to the facility make it possible for all soldiers to schedule around their work/school requirements to come and train on the system using additional flight training periods (AFTPs). SFC Frey pointed out that the UAS Flight hours OPTEMPO of Fort Indiantown Gap exceeds some active duty institutions with more UAS[2]. Additional comments were made inquiring if the State had looked at using UAS for DOMOPS and were addressed by TAG. Other questions fielded by various members of the committee staff (names or positions unknown) about the demands of a Warrant Officer in the Guard, responses were along the lines of leaders need to be and are good at time management and planning to ensure accomplished of goals and objectives.
Key Points:

- Appropriate levels of full time staffing allow M-Day Soldiers to meet and sustain the same requirements as active duty Soldiers[3]

- Personnel in Leadership positions devote time outside of IDT weekends to plan training in a way to maximize meeting numerous requirements and achieving training objectives.
- Domestic Use of UAS is covered in DoD Policy Memo 15-002, Guidance for Domestic Use of UAS, The State (PA) is aware of requirements to operate UAS into domestic response

General (Ret.) Ham accepted the offer to step into the Ground Control Station and briefly spoke with SGT Allen Capps, Instructor Operator, and asked questions on the amount of typical hours flown in a month and types of missions that were flown in theatre. SGT Capps informed him that he typically flies 20-30 hours per month while training other soldiers on various tasks, techniques, and skills.

Other general conversation with various group members included discussing the process to receive a COA from the FAA¸ the concurrent training of UAS flying while artillery if firing or A-10s are flying, the methods we use to deconflict airspace. General (Ret.) Ham made it a point to clarify several times that our launch and recovery site was located under Class D airspace.

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[1] TM 1-1550-689-23&P, Shadow 200 Interactive Electronic Technical Manual (IETM); TC 3-04.7, Army Aviation Maintenance; DA Pam 738-751, Functional Users Manual For The Army Maintenance Management System – Aviation; AR 700-138, Army Logistics Readiness and Sustainability

[2] PM UAS provided a spreadsheet that shows the hours reported for Ft. Drum, Ft. Bliss, Ft. Hood, Fort Benning, Ft. Campbell, and JBLM. FTIG was with-in 100 hours of Ft. Campbell with ~680 and exceeding the OPTEMPO of the other referenced installations.

[3] All requirements for 15W MOS are defined in TC 3-04.61, UAS Commanders Guide and Aircrew Training Manual. FAC1/RL1 UAS Operators have the same currency, FDME, APART and task requirements regardless of COMPO.